













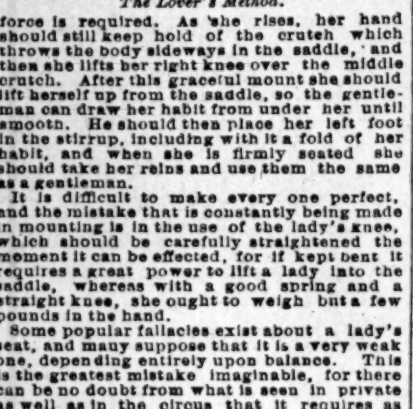
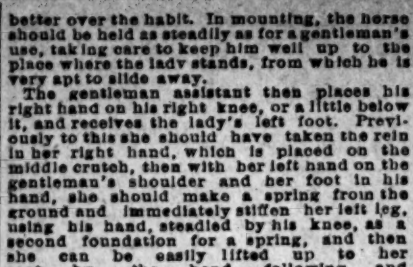








**He Also Gives Some Valuable Suggestions About Hiding—The Saddle, the Whip, the Spurs and Other Accessories That Are Used—The Right and the Wrong Way to Handle a Refractory Horse—What to Do in Case of Accident.**



to make an effort of the horse to dislodge a good female rider as it does a gentleman. When the old single crutch was in use it gave a good grip, but the grip is really a firm one. This is not used the crutch is laid hold of by the right leg and pinched between the calf of the leg and the thigh, so as to afford a steady hold for the rider. The crutch, especially when aided by the stirrups, does the latter support merely preserves the balance and is useful also in trotting. It does not give a firm grip, but it does give a steady hold to the crutches obtained by the knee. When two crutches are used the leg should be brought back so far as to grasp the crutch as before, but between the

which keeps the body from slipping backwards, while the left leg keeps it from a forward motion, and thus the proper position is maintained. The right leg should be kept close to the foot, and the foot should be kept back and the point of the toe should scarcely be visible. The rider should be carefully kept in view by all lady riders, and they should be especially careful to keep their hands steady themselves by the grasp of the crutches without reference to the stirrups.

Another important point in position is that the seat the body should be square to the horse with the elbow easily bent and prominent in front of the knee, and the hand steady. As a rule, the whip should be held in the right hand, and the legs should be turned outward and towards the left, and by this position it may be used on any part of the horse's body, whether in front of the chest, in front of or behind the saddle, or, with unusual ease, on the right side. Its use should be substituted for the pressure of the leg in the description of the position of the legs. The legs should be turned to the left or right, or leading with either leg. I do not advise violence in the use of the whip, but the use of the fine hand and delicate tact of the lady can be relied upon solely, so that all the feats of horsemanship may be accomplished.

her. In dismounting the horse should be brought to a stop and his head held by an assistant. The lady then turns her knee back again and, with her right hand, grasps the bridle. She takes her foot out of the stirrup and sits completely sideways. She should then put her right hand on the back of the horse and place his right arm around her waist and finally assist her to the ground.

The use of the whip is one of the whips. Always use a whip whether riding or driving, and use it in the same manner. The whip, of course is an instrument of torture, but in this place it is commendable. I often see the Englishman driving his horse through the streets and the horse is frightened at the rattling of the whip. The Englishman is the cause of the rattling until past the band. Then he begins to whip the horse and say "whoa" and the animal has no idea of the cause, the horse does not understand the reason for the punishment. The whip is necessary, but the object which had frightened him is giving the punishment. There is reason in the punishment. The whip is necessary for dumb animals. The whip is necessary as a punishment, but should always be used with discretion.

I notice on the streets that the word "whoa" is used by the Englishman.

[illegible]

not stopped by it because you have tirelessly played it out of him. Speak ways in a natural tone of voice under all circumstances. Always let your horse face the object of his fear, and when frightened, remember the slower you move your horse the more power you have over him. There

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Will secure one of those elegant  
Evans and Pendleton avenue  
avenue cable and three square  
Each flat furnished with ba  
modern improvements.  
Remember, only two out o

STATIONS.	Danger.	H'th of Water.	Change.
Pittsburg.....	22	8.9	-0.5
Parkearsburg.....	38	9.7	-1.2
Delaware.....	45	20.0	-0.8
Louisville.....	24	8.0	-1.0
St. Louis.....	40	8.0	-0.8
Chattanooga.....	30	9.9	-0.1
Memphis.....	30	7.7	-0.5
La Crosse.....	24	9.0	-0.6
Delaware.....	45	18.9	-0.5
Davenport.....	15	11.3	-0.3
Omaha.....	30	10.0	-0.0
Keokuk.....	63	10.4	-0.1
St. Joseph.....	30	10.0	-0.0
Kansas City.....	30	12.8	-0.3
St. Louis.....	30	18.5	-0.3
Calumet.....	40	22.3	-0.3
Memphis.....	30	8.7	-0.8
Fort Smith.....	22	3.8	-0.4
Little Rock.....	41	10.0	-1.1
Vicksburg.....	41	29.4	-0.4
Shreveport.....	41	29.0	-0.4

New Orleans	13	10.9	0.0
Birmingham	12	10.9	0.0
Louisiana	11	10.9	0.0
Arkansas	10	10.9	0.0
Grand Tower	10	15.6	-0.2
St. Paul	10	15.6	-0.2
St. Louis	10	15.6	-0.2
St. Charles	10	15.6	-0.2
St. Joseph	10	15.6	-0.2
St. Mary	10	15.6	-0.2
St. Peter	10	15.6	-0.2
St. John	10	15.6	-0.2
St. James	10	15.6	-0.2
St. Anthony	10	15.6	-0.2
St. Francis	10	15.6	-0.2
St. Margaret	10	15.6	-0.2
St. Elizabeth	10	15.6	-0.2
St. Ann	10	15.6	-0.2
St. Rose	10	15.6	-0.2
St. Clare	10	15.6	-0.2
St. Agnes	10	15.6	-0.2
St. Cecilia	10	15.6	-0.2
St. Dorothea	10	15.6	-0.2
St. Gertrude	10	15.6	-0.2
St. Eudocia	10	15.6	-0.2
St. Sophia	10	15.6	-0.2
St. Marina	10	15.6	-0.2
St. Anastasia	10	15.6	-0.2
St. Barbara	10	15.6	-0.2
St. Katerina	10	15.6	-0.2
St. Agatha	10	15.6	-0.2
St. Lucy	10	15.6	-0.2
St. Theresia	10	15.6	-0.2
St. Margareta	10	15.6	-0.2
St. Brigida	10	15.6	-0.2
St. Katerina	10	15.6	-0.2
St. Agatha	10	15.6	-0.2
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St. Agatha	10	15.6	-0.2
St. Lucy	10	15.6	-0.2
St. Theresia	10	15.6	-0.2

The Arkansas City arrived from Starched with 2,500 sacks new wheat. She leaves again to-morrow night.

The Cherokee arrived from Memphis with 2,500 sacks new wheat. She returns to-night for the same port.

The new steamer A. L. Mason is receiving for Kansas City and all way landings. She clears to-morrow night.

The Diamond Jo steamer St. Paul left this afternoon for St. Paul and the Northern lakes with every waterroom taken.

The famous steamer Idlewild sailed for Commerce this afternoon. She is doing a fine passenger business. Her trip will be completed Sunday afternoon.

The fast field Eagle leaves to-morrow afternoon for Quincy; round trip only \$5. This will be a pleasant way to spend a few hot days. Her accommodations are first class.

**River Telegrams.**

CAIRO, Ill., June 27.—Arrived: City of St. Louis, Capt. L. A. Smith; Steamer, New Orleans, B. A. M. Departed: Sentinel, Memphis, U. S. Army, Capt. J. H. Lewis, 9 a. m.; River Queen, Capt. J. H. Lewis, 9 a. m.; River Louisville, Ky., June 27.—Non-arrival: River sailing, June 27, 1 mile below Cairo, 6 feet 5 inches of fall.

MEMPHIS, Tenn., June 27.—River falling. Departed: City of Monroe to Natchez, 10 a. m. Cloudy.

CINCINNATI, O., June 27.—River 18 feet 7 inches, falling. Clear and pleasant.

EVANSVILLE, June 27.—River 12 feet 2 inches; falling. Clear and pleasant.

**Marine.**

NEW YORK, June 27.—Arrived, Britannic, from Liverpool; State of Indiana, from Glasgow.

NEW YORK, June 27.—Arrived: Steamers State of Georgia, from Glasgow; Normandia, Hamburg.

HAMBURG, June 27.—Arrived: Steamer Columbia, from New York.

LONDON, June 27.—Sighted off Scilly Islands: steamer Waterland from New York for Antwerp.

**Marital Permits.**

The following marriages have been granted for the

erty office to-day:  
 Ellen Murphy, 62 years, 4423 Berlin avenue; con-  
 cludent; alcoholism.  
 Clarence Anderson, 14 days, 1547 Gratiot street;  
 alcoholism.  
 John, 5 months, 3425 South Jefferson  
 street; alcoholism.  
 Missouri Pacific Hospital.  
 2 months, 700 Russell avenue.  
 2 months, 3834 North Market  
 street; alcoholism.  
 Charles Appel, 10 months, 1881 South Eleventh  
 street; alcoholism.  
 Martin Fischer, 48 years, Evangelical Lutheran  
 hospital.  
 Dennis Godfrey, 60 years, Singleton street; sun-  
 stroke.  
 S. Sullivan, 10 months, Bonhomme road;  
 alcoholism.  
 Beren Harrington, 4251A Evans avenue; hydro-  
 phobia.

A Story of Two Writers.

Mr. Albert Ross (Linn Roy Foster) recently  
 did how, when a boy, he satisfied his mind  
 the end of "Great Expectations." His  
 and had puzzled itself and won-  
 dered and speculated over the closing chapter  
 the book, until to know for a certainty just  
 what the author had in mind.

[illegible]

These were the appreciative words with which Lord Cardigan addressed the remnant of the 93rd Highland Light Infantry, who were the last of the British troops to be killed at Balaklava. It is rather a curious commentary on the ingratitude and forgetfulness of England that at least a score of the survivors of this gallant band are still living in exile in America, while in England, and that some of them, in spite of their commander's pledge, are still being treated as traitors. It is, therefore, it is only with indifferent results that attempts have been made to relieve the necessities of these men. England has the kind of a pension system for her veterans that the free world has never known. It is a system that is not known in America. What peculiar ingratitude to the brave men who have been killed on both sides of the ocean that leads us to deny the right of a government to honor the valor and self-sacrifice of the men who serve it?

Vell Fastenaz,  
from the Pittsburgh Dispatch.

Among recent devices for the saving of trouble in completing the feminine toilet is a

vent veil fastener. The veil holder consists of two separate pieces formed of wire. Each piece has a loop at one end in which the end of the veil is fastened. The other end of the pieces terminates in the one case in a hook and in the other in an eye, and these are brought together when the veil requires to be fastened.

# LIVE STOCK.

Union Stock Yards.

Don. N. Palmer, Manager. Closing hour, 3 p. m.

## Weekly Receipts.

Cattle.....	1,504
Hogs.....	4,068
Sheep.....	1,156
Horses and mules.....	375

## Weekly Sales.

Cattle.....	1,980
Hogs.....	8,545
Sheep.....	1,060

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Rothman had hogs on to-day's market.

Wm. Williams was the owner of the following:

P. Bogue, a prominent shipper from old Pike, had some fine corn mixed stock that sold at good prices.

A. J. Smith of Villa Ridge, Mo., had cattle on to-day's market.

W. W. Williams of Marshfield, Mo., had cattle and sheep.

J. Wm. Shillinger of Forestell, Mo., had cattle and sheep.

E. C. Hays of the same place, had sheep.

B. Dulaney of Middlegrove, Mo., had hogs on to-day's market.

W. W. Lawson from Crocker, Mo., the prominent shipper to the Union yards, was on to-day's market.

P. Standeman from Middle Grove, Mo. had hogs on to-day's market.

Thurston & Dillon from Erbana, Mo., had cattle and sheep.

Wm. Summers from Centralia, Mo., had sheep.

F. L. Wilderman from Maryville, Mo., had cattle and sheep.

A. V. Nelson, from Annapolis, Mo., had hogs on to-day's market.

Stock from Johnstown, Mo., had hogs on to-day's market.

From Heating, Ill., had hogs on to-day's market and sold well.

The following well-known shippers of anyone wanting a market next Tuesday. Anyone would be a cow raiser and a hog raiser.

The following well-known shippers were here with stock this week: E. B. Trull, A. G. Caldwell, Clark

John Simmons, S. L. West, William Ross, John H. Smith, John L. Jones, Saml. Edwards, George Edwards, R. O. Long, James Nelson, John H. Edwards, William Edwards. All of them are from Missouri.

**HORSES AND MULES.**

Imported by Martin Ross, horses and mule market, Nos. 1438, 1441, 1444, 1446 North Broadway, St. Louis.

**HORSES.**

The market this week has been very quiet, with but a few arrivals of stock and few buyers. Every one, however, is quite sure that the season is upon, rough and thin horses were a drag on the market. The market for heavy horses has been good and also has been the demand for *steeple chasers*. The East has been very quiet, but the buyers here from New York, Pennsylvania, Ohio, and Indiana are looking for a number of horses on the market.

Very draft, extra	\$1500-175
Very draft, good	1250-1500
Heavy draft, extra	1500-175
Heavy draft, good	1250-1500
Light draft, extra	1000-1250
Light draft, good	750-1000
Medium draft, extra	1000-1250
Medium draft, good	750-1000
Light mares, good	1000-1250
Medium mares, good	750-1000
Light mares, extra	200-400

**MULES.**

Mules that are in demand are high and scarce, and

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in the Louisville Courier-Journal. The Apache Indian, when he gets a new wig hat, cuts out the top and lets his raven feathers float out and dangle all around. At this paleface cackinnates and makes many funny remarks. But did any paleface ever see a bald-headed Apache?

Kennett & Hopkins of New York and Chicago, and are prepared to furnish quotations for purchase and sale of railroad stocks and bonds; also grain for cash or on margin. Our facilities for obtaining quick and reliable information are unsurpassed.

DAYTON, OHIO, CO.,  
807 Olive st.

**L. A. COQUARD,**  
**INVESTMENT BROKER**  
128 North Third Street.

Bonds and stocks of every description bought and sold outright or on commission; Mining stock handled on strict commission basis. Will be pleased to serve you.

**FOR SALE.**

10,000 Callaway County, Mo., Sa.  
25,000 Jackson Township, Callaway County, Sa.

**WM. C. LITTLE, SCOTT & CO.,**  
Members New York Stock Exchange, 210 N. 54th St.  
Dealers in Investment Bonds, Local Stocks, Mining Stocks, etc. Commission on Stocks and Bonds at New York and Grain and Provisions at Chicago. Will do all kinds of stock and grain buying and selling at private wire prices from our office to those markets.

**GEO. M. HUSTON & CO.,**  
Bonds and Stocks, 805 Pine St.

Monthly quotation circular mailed free. For full particulars for sale see our card in Sunday pages.

**MONEY**

Ottom Oil Trust, new stock	30 1/4	145	144 1/2	30 1/4
Ottom Oil Trust, old stock	30 1/4	145	144 1/2	30 1/4
Delaware & Hudson	16 1/4	169 1/2	168 1/2	16 1/4
Denver & Rio Grande	17 1/4	170	170	17 1/4
Florida East Coast	2 1/4	25 1/2	25 1/2	2 1/4
Tennessee, preferred	2 1/4	25 1/2	25 1/2	2 1/4
Eric, com.	2 1/4	25 1/2	25 1/2	2 1/4
Eric 2d mortgage bonds	2 1/4	25 1/2	25 1/2	2 1/4
Fort Worth & Denver	2 1/4	25 1/2	25 1/2	2 1/4
Looking Valley	2 1/4	25 1/2	25 1/2	2 1/4
Houston Texas	2 1/4	25 1/2	25 1/2	2 1/4
Illinois Central	2 1/4	25 1/2	25 1/2	2 1/4
B. & W.	2 1/4	25 1/2	25 1/2	2 1/4
Acadia Gas pfd.	2 1/4	25 1/2	25 1/2	2 1/4
Acadia Gas 5 per cent bonds	2 1/4	25 1/2	25 1/2	2 1/4
Eric & Western, com.	2 1/4	25 1/2	25 1/2	2 1/4
Eric & Western, pfd.	2 1/4	25 1/2	25 1/2	2 1/4

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